CITYMOBILNET

URBACT INTEGRATED ACTION PLAN
for the
MUNICIPALITY OF AGIOI ANARGYROI & KAMATERON

STUDY TEAM

IOANNA LEGAKI

IOANNA MANTZAVINATOU

GEORGIA SYRMA

KON/NOS MOUSIOS

STELIOS EFSTATHIADIS

ANNA MARIA LEKKA

MARIA OUZOUNOGLOU

Dr. IOANNIS KOLIOUSIS

AGIOI ANARGYROI & KAMATERON

2018

INTEGRATED ACTION PLAN 2018 - 2021

The Integrated Action Plan for the City of Agii Anargiri & Kamatero (A.A. & K.), a municipality part of the Athens (GR) metropolitan agglomeration, was developed in the context of the CITYMOBILNET Project, was funded by the URBACT Program. Considering that A.A. & K. is a ***Starting City***, in terms of the ADVANCE Project terminology, a lot of emphasis has been given on internal (re)organization and on low cost – high impact measures. Additionally, those measures have an additional attribute, they are easy to be implemented; so, these "quick wins" actions can improve the mobility efficiently and effectively. The underlying principles of the Integrated Action Plan are (a) the formation of a unified strategy instead of isolated measures, (b) the further promotion of the existing strengths and (c) putting emphasis on measures with high potential for financing. The vision driving the current Action Plan is for A.A. & K. "to become an ***Advancing City*** by 2021." [1]

AAK is a municipality part of the Athens Agglomerations, laying on the North West part of Athens Region. The Municipality is about 6 km from the center of Athens, 18 km from the port of Piraeus, 36 km from the Athens International Airport and 5 km from the Athens - Lamia Railway Station. At its eastern end, it borders the Athens - Lamia National Road, quite close to the point where it meets Attiki Odos, while it is intersected by the Athens - Thessaloniki railway, which is also used by the Suburban railway, Dimokratias and Filis Avenues. It borders with the Municipalities of Nea Philadelphia, Nea Chalkidona, Acharnon, Filis, Ilion, Petroupoli, Peristeri, Athens. It covers an area of 9.11 km^2 and has a population of 62.529 inhabitants. [2]

Figure 1 – Municipality of Agii Anargiri & Kamatero

The Municipality of A.A. & K. is mainly a residential area but includes the 301st Military Technical Base covering 0,22 km^2. Initially, two separate Municipalities, Agii Anargiri and Kamatero were merged

[1] *More information about Starting and Advancing Cities at: http://eu-advance.eu/docs/file/advance_d2.3_prototype_audit_gr.pdf, (page 6)*

[2] *The data was provided by the Municipality of Agii Anargiri & Kamatero.*

under the “Kallikratis Program” in 2011. However, the differences between the two residential units in terms of their characteristics and benefits to the citizens are significant, so various actions to enable convergence have been adopted. The former Municipality of Agii Anargiri, despite its relatively few levels of the buildings, i.e. 1-3 floors and low population density, includes a well-designed urban center where administrative services, commercial enterprises, a Suburban railway station, a pedestrianized park and a cycling path as well as a central square are located. The former Municipality of Kamatero, on the contrary, has more of a rural character, as it has mostly fewer levels of buildings, 1-2 floors, and it lacks not only an urban center but also public spaces. Important elements in the area are the Environmental Awareness Park "Antonis Tritsis", the visible Kifissos riverbed and the Mount Pikilo Oros.

A satisfactory percentage of young people live in the municipality, most of the residents have completed secondary education and there is evidence of a relatively organized civil society. According to the 2011 census, the youth index is estimated at 21.30%, compared to the national index of 19.60%, while the actual population under 39 years old account for the 49.30% of the total population of the Municipality.[3] Finally, there are several associations in the municipality, 36 of which are mentioned on the official Municipality’s website, most of which are refugee protection associations.[4] Some of them are the Union of Cretans, the Naxians Association, the Women's Association, the Anakasa Chess Club and the Association of Philologists.[5]

Regarding the behavioral mobility patterns of its residents, according to an OASA study for 2006-2007, the results about the modal split were: 12.73% walking, 1.72% cycling, 49.83% public transport and 31.70% private vehicle. Every citizen carries 3.6 trips per day. The area is adequately served by public transport, with the Metro (1 stop), 18 bus lines, 1 trolley line and 1 local bus line. Cycling is quite limited, but there has been an increase in recent years, especially after the 2009 economic crisis. In terms of infrastructure, besides the cycling path that was created in a recently completed park in the center of Agii Anargiri, there are no bicycle lanes elsewhere. Finally, car use is quite increased within the Municipality, but this is not necessarily due to increased car use of the residents, as discussed below.

The main problems of the Municipality, related to mobility, are outlined as follows:

- Because of its location and the super-local road axes that cross through it, the Municipality of A.A. & K. is the entrance to the western and northwestern suburbs of the Athens Region. More specifically, the Agii Anargiri road and the Kyprou road connect Nea Chalkedona with Ilion and Petroupoli, while the Dimokratias and Fili Avenues connect the center of Athens with Ilion and Petroupoli as well as with Zefyri, Acharnes, Ano Liosia and Thrakomakedones, offering at the same time access to the Attiki Odos ring road. In addition to private vehicles’ drivers, these roads are used by a number of super-local bus lines as well as refuse collection vehicles and other heavy vehicles which move from and to the Ano Liosia landfill. As a result, the area is heavily burdened with significant traffic jams for most of the day.
- Despite the significant through-transit traffic, there is insufficient infrastructure: Main road axes, such as Fili Avenue, Dimokratias Avenue and the 33 A-K Palamas axis, are not fully open all along, the condition of the pavements is not good, not all pedestrian crossings are safe (e.g. a representative example is the crossing of Agii Anargiri with Tripolis and Dimokratias Avenues),

[3] *Draft Business plan of Agii Anargiri & Kamatero 2015*
[4] *http://www.agan.gov.gr/web/guest/organization*
[5] *Draft Business plan of Agii Anargiri & Kamatero 2015*

while rainwater management is absent. All of these add to the congestion caused by the transit traffic.

- The Municipality is fragmented due to the sub-local roads and the Athens-Thessaloniki railway that crosses it. Moreover, the Athens - Lamia National Road which borders the municipality to its eastern side, constitutes a strong boundary between the Municipality and the neighboring eastern Municipalities. All of these factors make the pedestrian mobility as well as vehicle transit extremely difficult.
- Pedestrian as well as disabled infrastructure are missing including indicatively walkways, crossings, signs, etc, especially in the Kamatero area. The problem in many areas is partly due to the very narrow streets that have emerged after arbitrary construction.
- There cycling infrastructure isn't integrated, although trips with bicycles are increasing in the area and the topography of most of the Municipality is such that would easily allow cycling. Exceptions are some segments in Kamatero, that show significant inclination, as they are at the foothills of Mount Pikilo.
- Apart from some limited spaces for users with mobility constraints, there are no statutory parking spaces and, parking management in the city center is limited, mainly due to lack of space.
- Because there is no specific freight management plan, the already overburdened main roads of the city, along which most of the trade is concentrated, are burdened even more by the traffic generated by parked heavy vehicles that are used for loading and unloading operations.

In recent years, efforts have been made to address the above mentioned problems. However, these efforts mainly concerned fragmented actions and were not part of a broader strategy which should be based on the real needs of citizens and should address all the problems (movements of vehicles, pedestrians, bicycles, public transport, etc.) or each individual problem in the entire area. More specifically, recent projects include:

- The partial submerging of the Athens-Thessaloniki railway line, from Pefkona to Dragatsaniou Street and the creation of a park with a pedestrian-cycling paths on the reclaimed space,
- Reconstruction of pavements along the main road axes,
- Walking and pedestrian zones as well as traffic calming
- Restructuring of Squares aiming at introducing greenery and improving the accessibility of people with limited mobility.
- Partial pedestrianizations of minor roads.

Studies have also been carried out in order to be funded (NSRF, Green Fund, Regional Authorities), focusing on pedestrianizations, pavement reconstructions, cycling pathways, redesign and connectivity of public spaces, streets reconstruction, traffic regulations.

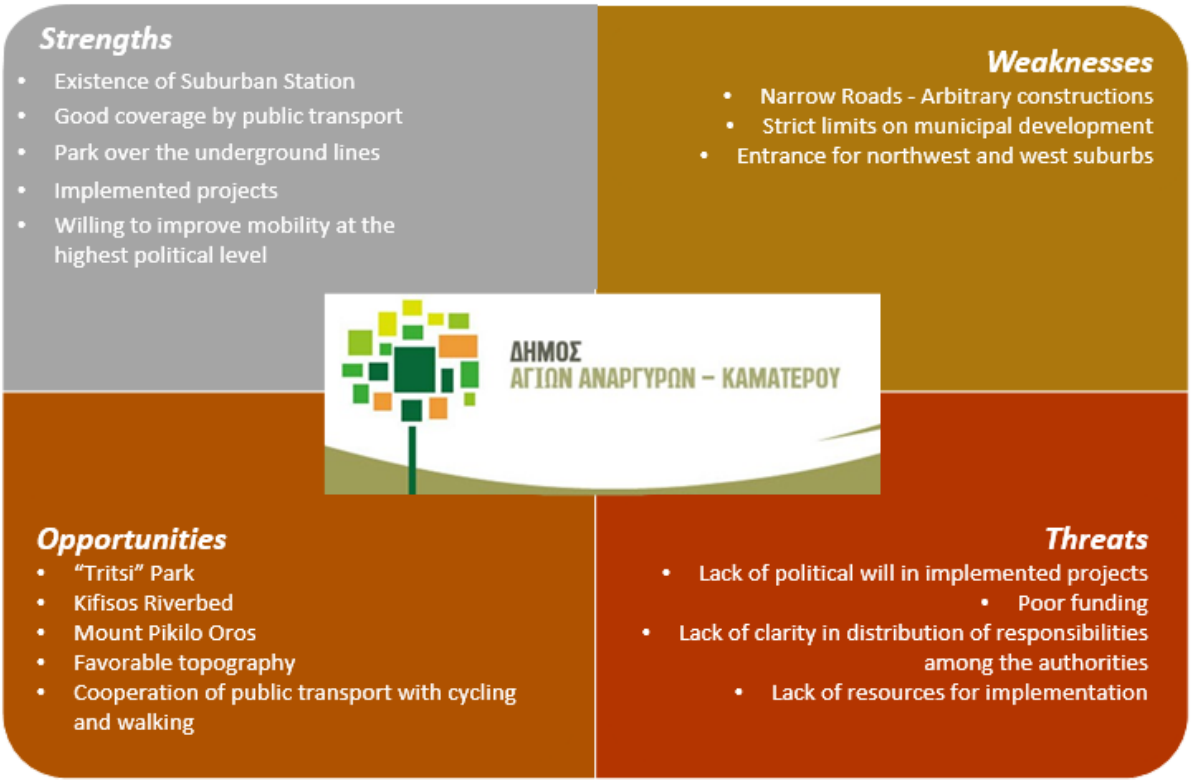

Figure 2 – Municipality's SWOT Analysis

During the period January - February 2018, the Project Team reassessed using the ADVANCE Framework the current state of sustainable mobility and sustainable planning in the Municipality. It was quickly made clear (Figure 3), the mission and the purpose of the Municipality have improved significantly compared to the previous 2013 evaluation. With regards to the Prerequisites, Vision, Strategy, Organization, Implementation and Monitoring & Evaluation, the Municipality has improved its performance. Although the planning and implementation processes of sustainable mobility projects are not yet formally integrated (from the procedural point of view), the Municipality has adopted a number of sustainable planning practices and related processes to achieve optimal planning and monitoring & evaluation of ongoing as well as of completed projects. Further adoption of sustainable planning principles is beneficial for the Municipality in the context of existing institutional and financial constraints. Regarding the Prerequisites and the Organization, the Municipality continues to implement relevant sustainable mobility actions such as exploring the needs of users, seeking financial resources from various bodies as well as developing the human resources for sustainable management of the planning and the implementation of the projects. With respect to the "Vision and Strategy", the Municipality has adopted a sustainable vision that well describes the desired future urban state and serves to guide the development of appropriate design measures. In this context, the actions adopted introduce mobility into a wider context of urban and social development, while the strategy in the context of financial and institutional constraints gives significant scope to the Municipality's vision. In addition, the strategy takes into consideration other relevant policies, such as land-use planning, environmental protection, social inclusion, road safety, accessibility for people with reduced mobility, economic development, etc.

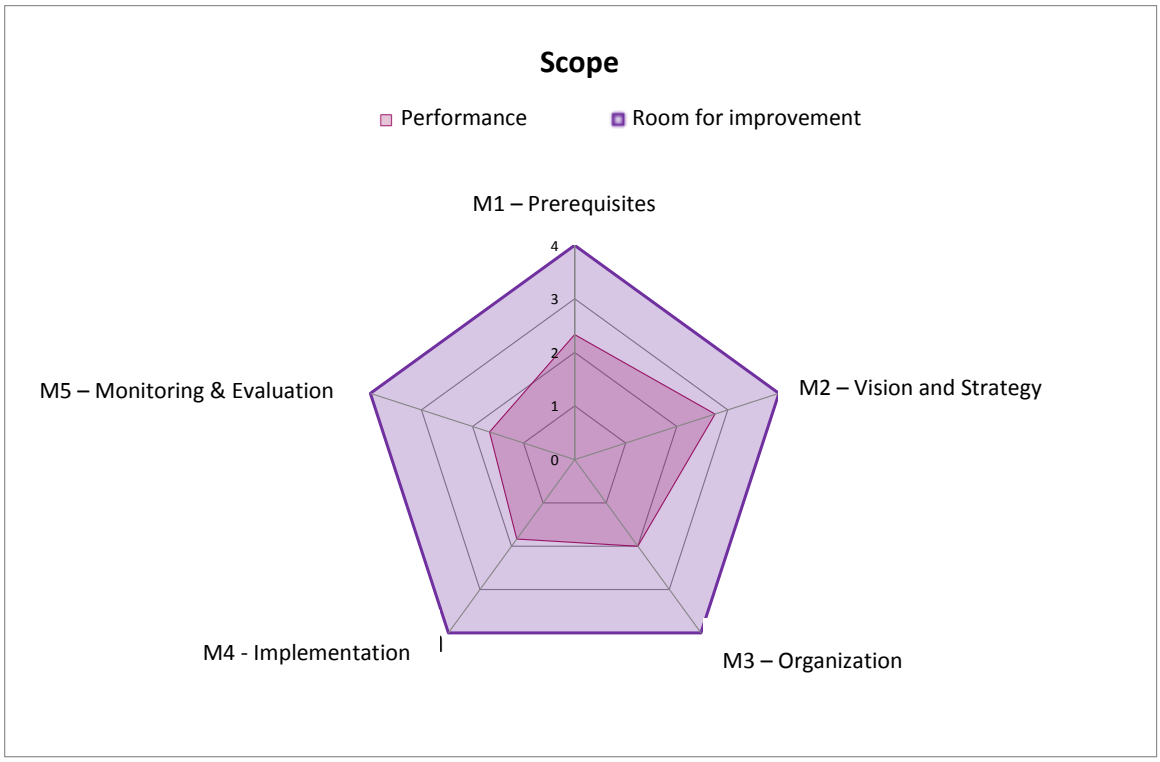

Figure 3 - Results of Municipality's Evaluation for SUMP planning (Updated in 2018)

More specifically, Figure 4 shows the progress of modal split by comparing two studies: a study carried out by the Athens Public Transport Operator - OASA (2006-2007) which measured the mobility split across the agglomerated Athens region, and the collection of data for the Municipality of Agii Anargiri & Kamatero from the URBACT Citymobilnet questionnaires.

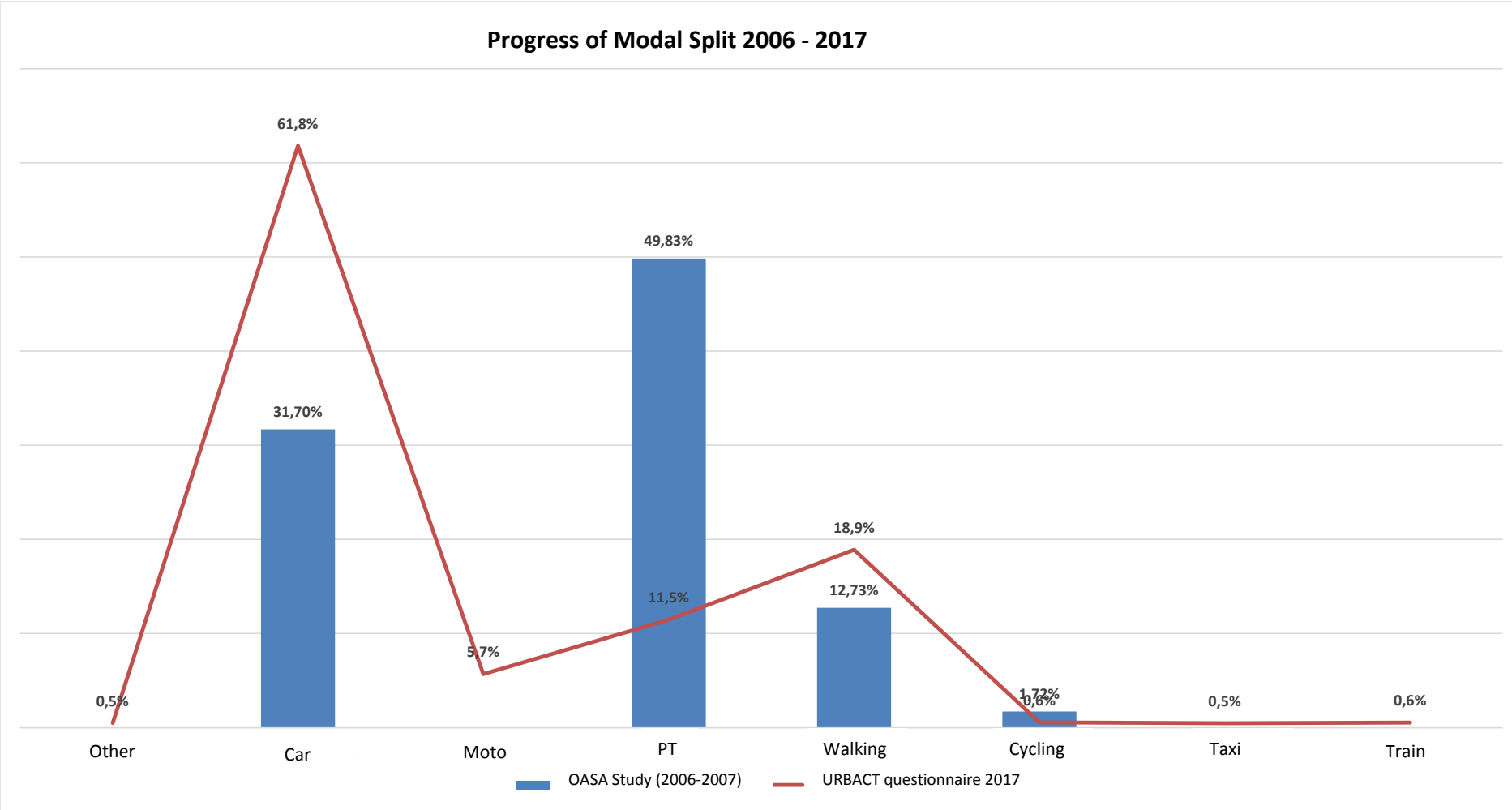

Figure 4 – Progress of Modal split

We notice that between 2006 and 2017, the citizens' mobility choices have changed significantly. Although the OASA study uses stratified samples, the Project Team considers it to be the most relevant approach, due to the absence of other data, to compare with the most recent URBACT questionnaire results. We notice that the car share has increased significantly over the past few years, while the public transport share is significantly lower. It is encouraging that walking has been enhanced, demonstrating that sustainable mobility actions can be implemented relatively successfully.

The Project Team recognizes the need to remodel the study area, a necessity that stems from the problems identified. Both intense traffic flow and traffic congestion, noise, air pollution, aesthetic pollution, difficulty in movements, and other related problems require immediate actions to improve sustainable mobility adoption. The overall objectives proposed by the Project Team include:

- Reduction of congestion and traffic flows
- Increase parking areas according to the geometric capacity of the road network but also with the view to facilitate sustainable mobility
- Reduction of noise and pollution (including aesthetic)
- Improvement of land usage
- Reduction of accidents, especially those of vulnerable users and increase safety
- Balancing of the use of space and time between means of transport
- Promotion of alternative means of transport, especially of sustainable ones
- Promotion of green spaces
- Strengthen the local economy.

Table 1 sets out the top-level targeting for the municipality in terms of improving sustainable mobility. The Project Team, taking into consideration the situation of the Municipality, proposes two simple and realistic scenarios.

Table 1 – Targeting for Sustainable Mobility

Scenario	Modal split	Greenhouse Gases
Basis	Walking: 18,90% Cycling: 0,6% Public Transport: 11,5% Car: 61,80%	Now: 1.791.984,33 ton CO_2 To-Be: 1.828.209,33 ton CO_2
Scenario I – Basic Principles and Sustainable Mobility actions implemented 2018 – 2021	Walking: 22,00% Cycling:5,00% Public Transport: 25,00% Car: 48,00%	Reduction 5%
Scenario II - Complete implementation of proposed Sustainable Mobility actions	Walking: 28,00% Cycling: 8,00% Public Transport: 35,00%	Reduction 10%

2018-2021 (full integration / best scenario)	Car: 29,00%	

More specifically, the proposed objectives include:

Objective 1: Internal Reorganization, by adopting the following measures: 1a) establish a Mobility Group in the City following the example of other cities that are part of a metropolitan area (e.g. Camden in London, Cambridge in Boston). The Mobility Team will be responsible for the implementation of the Action Plan and the development and the updating of SUMPs. Furthermore, it will: 1b) organize an archive with relevant studies and project material, 1c) create a database with contact details of the stakeholders - bodies - entities related to mobility issues in the city, 1d1) Create a Consensus Group modelled after the Urbact ULG framework and 1d2) create a framework for collecting relevant data, 1e) create a framework for communicating with the users, 1f) create a framework for monitoring progress of mobility projects.

Objective 2: Promote walking. This Objective includes the implementation of the following measures: 2a) Develop a continuous pedestrian network (operational integration of existing isle networks) in the city and co-ordination with neighbouring cities' networks. In the context of this action any existing relevant fragmented studies and planned projects will be collected, evaluated and unified on the basis of operational integration, 2b) Improve safety in crossroads (based on the recommendations of the New York Department of Transportation Rapid Tool Kit). 2c) Redesign crossroads to allocate more space to pedestrians and to green spots within the city, 2d) Redefine public- private collaboration for maintenance of small public spaces, 2e) Apply the Shared Space model in very narrow streets, 2f) Increase green areas through tree planting by residents, 2g) Provide street furniture for different user groups.

Objective 3: Promote cycling. This Objective includes the following measures: 3a) Develop a continuous and integrated cycling network in the city in co-ordination with neighbouring cities and based on the Athens Metropolitan Bicycle Network. Collect existing relevant fragmented studies and planned projects and integrate (operationally) the different sub-networks. Prioritize based on safety, length, density and continuity, 3b) Implement bike hiring and bike sharing services, 3c) Provide bike parking at public buildings, public spaces and public transportation stations.

Objective 4: Increase Public Awareness. This Objective includes the following measures: 4a) Develop Mobility Campaigns (Bike, Walking and PT), 4b) Develop School oriented Mobility Campaigns, 4c) Create a Municipal Mobility Centre / Info Point, including web presence, information sharing and initiation of campaigns. Replication of the Mobility Center to relevant points of interest, including Town hall, city centre and in the Suburban Rail Station.

Objective 5: Reduce congestion adverse effects by improving Freight Management in the City**.** This Objective includes the following measures: 5a) Create a database with the needs of local enterprises (demand management), 5b) Regulate Freight Transport Flows (supply management), 5c) Create a monitoring and inspection framework to improve compliance, 5d) Develop financial instruments for motivation and demotivation (penalties) for the local enterprises.